

# ADVERTISE!

The Best Medium for  
Advertising  
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**THE 'CHINA MAIL.'**  
THE POPULAR AND LEADING PAPER.

# The China Mail.

ESTABLISHED 1845.

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Of Every Description  
Promptly, Neatly, &  
Cheaply Executed  
AT THE  
**'China Mail Office,'**  
5 WYNDHAM STREET.

No. 11,429

號三十月十年九十九百八千一英

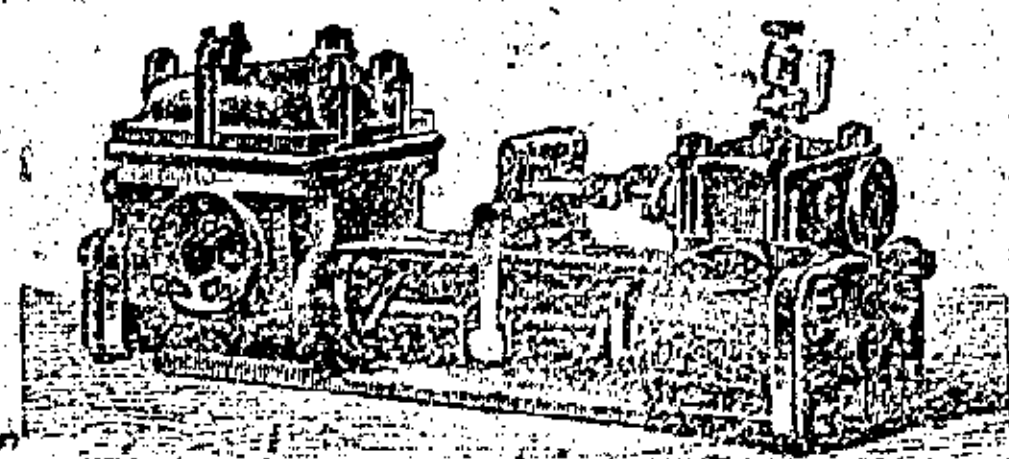
HONGKONG, MONDAY, OCTOBER 23, 1899.

日九十月九年亥己

PRICE, \$2.50 per Month.

### Business Notices.

**W. S. BAILEY & Co.,**  
17, PRAYA CENTRAL.



Pumps, Packings, Engine & Boiler Mountings,  
Ship & Engine-Room Requisites.

W. S. BAILEY

TELEGRAMS: 'CONTRACT.'

E. O. MURPHY, Wm. Sc.

A. I. MICH. E.

**BAILEY & MURPHY,**

Consulting and Superintending Engineers, Contractors and Surveyors.

Supervision, Surveys, Reports, Estimates and Plans of all Classes of Steamers and Machinery.

**ANHEUSER-BUSCH**  
BREWING ASSOCIATION  
**Lager Beer.**

For Sale by

W. G. HUMPHREYS & Co.,  
Sole Agents.

Hongkong, Oct. 10, 1899.

**HONGKONG CLUB.**  
STEWART WANTED.

APPLICATIONS in writing for the position of STEWARD in the Hongkong Club will be received by the Undersigned.

By Order,

C. H. GRACE,  
Secretary.

Hongkong, 30th Sept., 1899. 2179

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$18 per SHARE for the year 1898, equivalent to 30% on the PAID-UP CAPITAL of \$50 per SHARE, has been declared. WARRANTS will be issued on the 13th October.

By Order of the Board,

DOUGLAS JONES,  
Secretary.

Hongkong, October 12, 1899. 2250

**BANK HOLIDAY.**

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY, the 25th Instant, at 1 p.m.

For the 'Chartered Bank of India, Australia and China,'

P. H. WHITEHEAD,  
Manager, Hongkong.

For the 'Hongkong and Shanghai Banking Corporation,'

T. JACKSON,  
Chief Manager.

For the 'National Bank of China, Limited,'

GEORGE W. F. PLAYFAIR,  
Chief Manager.

For the 'Mercantile Bank of India, Limited,'

JOHN THURBURN,  
Manager, Hongkong.

For the 'Banque de l'Indo-Chine, Hongkong Agency,'

L. BERENDOAGUE,  
Acting Manager.

For the 'Bank of China and Japan, Ltd., Hongkong,'

CHANTREY INCHHEAD,  
Manager.

For the 'Yokohama Specie Bank, Ltd., Hongkong,'

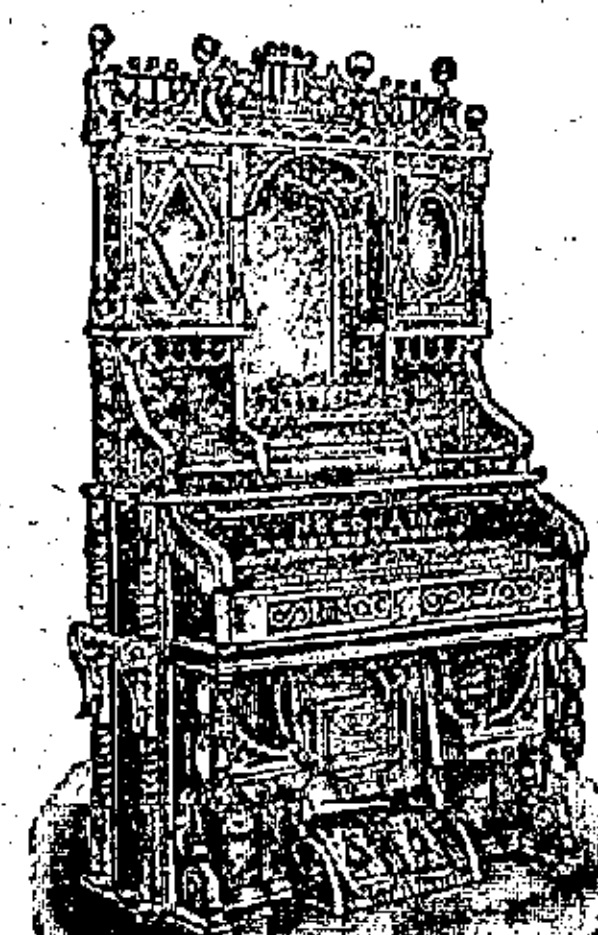
S. CHOH,  
Agent.

For the 'Imperial Bank of China, Ltd., Hongkong,'

T. W. BUTLER,  
Acting Manager.

Hongkong, October 17, 1899. 2290

**JADESTONES & CURIOS FOR SALE.**  
**SUN SHING,**  
Jewellers of China Goods for over 60 years.  
AGENTS FOR KWONG HAN CHONG, of Peking.  
JADESTONES, PEARLS, JEWELLERY, CHINESE VASES, &c.  
Genuine and Moderate Prices.  
Inspection Invited.  
No. 40, Queen's Road Central.



**AMERICAN ORGANS.**

Lane, Crawford, & Co. have on View a few Select Models of the Celebrated

NEEDHAM ORGANS

PRICES FROM \$200 UP. BABY ORGANS, \$30, \$40, \$60, and \$120. MONTHLY PAYMENTS ACCEPTED.

**FURTHER IMPROVEMENTS IN THE HONGKONG HOTEL.**

NEWLY FURNISHED ROOMS ON FIRST FLOOR, OLD BUILDING.

EVERY COMFORT AND CONVENIENCE PROVIDED FOR GUESTS.

**MANILA ALHAMBRA - FACTORY CIGARS.**

HARVEY'S ROYAL TANNY PORT.

THE DUC DE MONTEBELLO CHAMPAGNE

Hongkong Agent: W. HUTTON POTTS. Office: D'ARCY'S BUILDING, BATHING PLACE.

**TERRAU PLANTING COMPANY, LIMITED.**

IN Accordance with Article No. VIII. of the Articles of Association of the Company, INTEREST on the Rate of \$10 per Cent. per Annum is being CHARGED on ALL UNPAID CALLS.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, Sept. 27, 1899. 2150

**THE HONGKONG ELECTRIC COMPANY, LIMITED.**

NOTICE.

SHAREHOLDERS who have not Received their Forms of Application for the New Issue of SHARES can obtain them by Applying at the Office of the Company.

GIBB LIVINGSTON & Co., Agents. Hongkong, October 16, 1899. 2262

**JOHN WALKER & SONS' FAMOUS KILMAIRNOCK WHISKY.**

This World-renowned Fine Old Highland Whisky is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of G. D. ANDERSON, No. 15, Praya Central.

Hongkong, March 4, 1899. 616

**KANG ON, CONTRACTOR.**

30, D'ARCY STREET, HONGKONG.

CONTRACTS for Local and Coast Port.

Builder of all descriptions, Supplying Trans. Engines, Grante, and all Building Materials at very Moderate Prices, and undertakes the engagement of OVERSEAS SMITH and MASON.

Hongkong, August 15, 1899. 1692

**CHAS. J. GAUFF & Co.,**

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' CHRONOMETER, BINOCULARS AND TELESCOPES.

REPAIRS TO LANTERNS AND OTHER COMPARABLES.

ADMIRALTY & NAVY CHARTS, NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.

Christie & Co.'s Electro-Plated Ware, GOLD & SILVER JEWELLERY in every variety.

D. I. A. M. O. N. D. S. AND DIAMOND JEWELLERY.

A Splendid Collection of the Latest London Patterns, at very moderate prices.

### Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, Ltd.,**

HONGKONG HOTEL-PRAYA.



**BELL'S ASBESTOS PACKINGS ARE THE BEST.**

**BELL'S BOILER COMPOSITION IS THE BEST.**

**BELL'S ENGINE OIL IS THE BEST AND CHEAPEST IN THE MARKET.**

KINGHORN & MACDONALD, MANAGERS.

1789

**'TRIUMPH' BICYCLES.**

We have just received a small consignment of these FIRST CLASS ENGLISH MACHINES and having made SPECIAL TERMS with the Manufacturers are enabled to offer them at considerable reduction in prices from those of 1898.

PRICES.

**'IMPERIAL'** 25" Frame, 1899 pat.: Welch Dunlop Tropical Tyres, Double Rubber Beaks, Carters Gear Case, Steering Lock, Westwood double hollow Rims, &c., &c. Finest Black Enamel, and parts heavily plated. \$225.00

**'ROYAL'** 25" Frame, Ditto. Ditto. \$190.00

**'ROYAL'** 25" Frame, Ditto. Ditto, but without Gear Case, \$175.00

2216 **LANE, CRAWFORD & CO.**

**WILKINSON, HEYWOOD & CLARK, LTD.,**  
(PROPRIETORS OF DAVID STORER & SONS),  
LONDON-LIVERPOOL-PARIS,  
AND  
PRAYA CENTRAL, HONGKONG.

MAKERS OF PAINTS, VARNISHES AND COLORS



It is impossible to procure in Hongkong A WHITE ZINC PAINT which is Superior to

**BELL BRAND. SPECIAL GENUINE GROUND WHITE ZINC.**

(All Keys Bear a Green St. Andrew's Cross.) 616

**ASK FOR FERGUSON'S**

**P. & O. SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.**

**FERGUSON'S SPECIAL CREAM**

BRENDALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

**THE CREME DE LA CREME OF WHISKIES.**

PURE AND MILD.

Sole Importers,

**F. BLACKHEAD & Co.**

WE NOW HAVE READY A

**CHOICE FRUITY SPANISH PORT.**

WHICH WE ARE ABLE TO SELL AT \$11 PER DOZEN; And can recommend to those who are unable to drink the heavier Wines.

**H. PRICE & Co.,**  
Wine and Spirit Merchants,  
12, Queen's Road. 2288

Telephone No. 155.

**PEAK HOTEL**  
AND  
**CRAIGIEBURN.**

THE PEAK HOTEL is Situated at Victoria Gap, adjoining the TRAMWAY STATION, 1350 feet above Sea Level.

CRAIGIEBURN is Situated at Plover's Gap, five minutes' walk from the PEAK HOTEL.

Fine Healthy Location—Variety of Beautiful Scenery, Cool Southerly Breeze in Summer, with perfect protection against the North-East Winds in Winter.

Well appointed Rooms, attentive Barmaids, and excellent Cuisine.

City Office: 7, DUNDAS STREET. Geo. J. CASANOVA, Manager.

### Business Notices.

**CARLSBAD SALTS.**

THE CHOSEN TONIC OF ROYALTY,

IS AN UNFAILING CURE FOR

INDIGESTION, DEBILITY, LOSS OF APPETITE, NEURALGIA,

AND DISORDERS OF THE

**STOMACH, LIVER, AND KIDNEYS.**

Refreshing! Invigorating! Restorative!

IT GIVES

**HEALTH, STRENGTH, & ENERGY.**

WATKINS, LIMITED.

**GREEN ISLAND CEMENT CO., LIMITED.**

FIRECLAY WORKS, DEEP WATER BAY, HONGKONG.

CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED

BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY,

&c., &c.

For Prices and further particulars, apply to

SHEWAN, TOMES & Co., General Managers.

1.92

**"CLAYMORE."**

FINE

**OLD SCOTCH WHISKY.**

Sole Agents: THE VICTORIA DISPENSARY,

HONGKONG.

1763

**COTTAM & Co.,**

FOR

AMERICAN BOOTS AND SHOES, O'BRIEN TRUNKS,

AND CHRISTY'S AND TOWNEND'S HATS.

1676

**THE PHARMACY,**

10 Queen's Road Central

THIS Business has been under entirely New Management, since August 1st. All Prescriptions dispensed by a qualified Chemist. Special attention paid to French and all other Foreign formulae.

1763

**ENGLISH AND FOREIGN PATENT MEDICINE.**

Homeopathic Medicines.

Medicine Chests Refitted.

Wines and Spirits.

Manila Cigars (Direct from Makers).

Manager, RICHARD FLINT.

1892

**JUST LANDED.**

**GIESLER & Co.'s CHAMPAGNE.**

MAGNUMS, BOTTLES AND HALF-BOTTLES.

One of the most Popular Brands in ENGLAND and the UNITED STATES.

**CALDBECK, MACGREGOR & Co.,**

Sole Agents for

Hongkong, China, Japan, the Straits Settlements,

the Philippines and British North Borneo.

Hongkong, October 19, 1899. 2300

**W. POWELL & Co.**

THE VERY LATEST EX. S. S. SHANGHAI.

AN UNPRECEDENTED SHOW OF FASHIONABLE

WINTER GOODS NOW ON VIEW.

W. POWELL & Co.,

Immediately Opposite Post Office, 1st Floor.

1037

**PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY**

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

named:—

FOR. STEAMSHIP. CAPTAIN. DATE.

LONDON, &c., Paromathia \* A. SYMONS. Noon, 28th Oct.

SHANGHAI, &c., Bengal S. DARGHAM. About 28th Oct.

YOKOHAMA, Via N'KI & KOBE, Rohilla S. D. LOCKYER, R.N.S. About 29th Oct.

LONDON, &c., Java G.W. GORDON, R.N.S. About 2nd Nov.

See Special Advertisement.

For Freight or passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, October 18, 1899. 2387



## Entertainment.

## THEATRE ROYAL,

## CITY HALL.

**THE HONGKONG AMATEUR DRAMATIC CLUB.**  
Will give Two Performances of Mr. A. W. PINERO'S LARGELY FAIRLY,  
**'THE MAGISTRATE,'**  
ON  
**SATURDAY, 4th November, 1899,**  
AND  
**MONDAY, 6th November, 1899.**  
Commencing each EVENING at 9 p.m. precisely.

Dress Circle, 22. Stalls, 22. Pit, 21.  
Half-price to "Pit for Soldiers, Sailors and Police in Uniform."  
Tickets can be obtained at the BOOKING OFFICE of the Theatre, City Hall, on and after MONDAY, 30th October, at 10 a.m.  
The Booking Office will remain open from that date from 10 a.m. to 4 p.m. daily.  
Late trains will run 4 hours after the fall of the curtain.  
E. W. MITCHELL,  
Hon. Secretary.

Hongkong, October 21, 1899. 2315

## To-day's Advertisements

**FOR TENS DAY ONLY—**  
Commencing TO-MORROW, October 24th.  
**CHEAP SALE!**  
**GRAT REDUCTIONS!**  
ALL KINDS OF JAPANESE CURIO,  
SILK EMBROIDERIES AND  
PHOTOGRAPHS, AT  
D. NIMURA,  
12, Despatched Avenue,  
opposite the City Hall.  
Hongkong, October 23, 1899. 2333

## To-day's Advertisements

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
**FOR SWATOW.**  
The Company's Steamship  
HAILONG,  
Captain Ross, will be despatched for the above Port, TO-MORROW, the 24th Inst., at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARSEN & CO.,  
General Managers.  
Hongkong, October 23, 1899. 2327

## To-day's Advertisements

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**PAQUEBOTS POSTE FRANCAIS.**  
**FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.**  
The Co.'s Steamship  
ANNAM,  
Captain Le Compteur, will be despatched TO-MORROW, the 24th Inst., at 4 p.m.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, October 23, 1899. 2265

## To-day's Advertisements

**FOR MANILA.**  
(Taking Cargo at through rates for HAWAII.)  
The Steamer  
SALVADORA,  
Captain Conradi, will be despatched for the above Port, on THURSDAY, the 26th Inst., at 5 p.m.  
For Freight or Passage, apply to  
BRANDAO & Co.,  
Agents.  
Hongkong, October 23, 1899. 2331

## To-day's Advertisements

**CHINA NAVIGATION COMPANY, LIMITED.**  
**FOR SHANGHAI.**  
The Company's Steamship  
KWANGSE,  
Captain Harris, will be despatched for the above Port, on THURSDAY, the 26th Inst., at 4 p.m.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, October 23, 1899. 2332

## To-day's Advertisements

**FOR SHANGHAI.**  
The Company's Steamship  
KANGMOON,  
Captain F. W. Schulz, will be despatched for the above Port, on FRIDAY, the 27th Inst., at 4 p.m.  
This Steamer has superior Accommodation for First and Second-class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.  
Hongkong, October 23, 1899. 2323

## To-day's Advertisements

**THE OSAKA SHOSUN KAISHA, LD.**  
**FOR SWATOW, AMOY & TAMSUI.**  
The Company's Steamship  
MADZURU MARU,  
Captain T. Oota, will be despatched for the above Ports on SUNDAY, the 29th Inst., at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, October 23, 1899. 2322

## To-day's Advertisements

**CHINA NAVIGATION COMPANY, LIMITED.**  
**FOR MANILA.**  
The Company's Steamship  
SUNGKIANG,  
Captain Moon, will be despatched for the above Port, on MONDAY, the 30th Inst., at 4 p.m.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted through out with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, Oct. 23, 1899. 2325

## To-day's Advertisements

**FOR LONDON VIA SUEZ CANAL.**  
The Company's Steamship  
MAOHAON,  
Captain Harris, will be despatched for the above Port, on TUESDAY, the 26th November.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, October 23, 1899. 2326

## To-day's Advertisements

**GOVERNMENT NOTIFICATION.**  
No. 564.  
THE following Particulars of SALE of CROWN LAND by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3 p.m., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

## To-day's Advertisements

**GOVERNMENT NOTIFICATION.**  
No. 565.  
THE following Particulars of SALE of CROWN LAND by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3 p.m., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

## To-day's Advertisements

**GOVERNMENT NOTIFICATION.**  
No. 566.  
THE following Particulars of SALE of CROWN LAND by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3 p.m., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

## To-day's Advertisements

**GOVERNMENT NOTIFICATION.**  
No. 567.  
THE following Particulars of SALE of CROWN LAND by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3 p.m., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

## To-day's Advertisements

**GOVERNMENT NOTIFICATION.**  
No. 568.  
THE following Particulars of SALE of CROWN LAND by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3 p.m., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

## To-day's Advertisements

**GOVERNMENT NOTIFICATION.**  
No. 569.  
THE following Particulars of SALE of CROWN LAND by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3 p.m., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

## To-day's Advertisements

**GOVERNMENT NOTIFICATION.**  
No. 570.  
THE following Particulars of SALE of CROWN LAND by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3 p.m., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

## To-day's Advertisements

## GOVERNMENT NOTIFICATION.

## No. 564.

THE following Particulars of SALE of CROWN LAND by Public Auction, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3 p.m., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

## To-day's Advertisements

Particulars of the Lot.  
Boundary  
No. 1. Locality. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 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## Notes by the Way.

The meeting of the Legislative Council summoned for Wednesday next is to be held instead on Thursday.

The German cruiser *Gefier* is to remain for some time as guard ship at Kioochow. The *Freya* is going to Japan.

There were three foreigners in the train that fell into the Hokiogawa (Japan) in the typhoon of the 7th inst., and they have not been found.

The death rate of the British and foreign community, civil population of the Colony, for the month of September was 21.2 and the Chinese community 22.1.

A Naval town has defeated the Shanghai 6.6, by nineteen runs. The Club scored 66 (E. R. Morris, 44; T. Wallace, 22), and the Navy 115 (H. W. Manisty, 60 not out, H. O. Peacock, 12).

Admiral Seymour visited Kioochow on the 11th inst., and was entertained at dinner by the German Governor, Admiral Kakaka, Japanese Navy, and General Subotich, Governor of Port Arthur, have also visited the German Colony.

A home paper estimates that the twin cruisers *Powerful* and *Terrible* could load 1500 men for a Naval Brigade in South Africa. This is an exaggerated estimate, for as each ship carries about 850 men it would be a risky proceeding to leave only 100 on board.

Buste of Sir Arthur Gordon (now Lord Stanmore) and Sir Arthur Harlock have been presented by Sir John Grimston to be placed in the Legislative Council Chamber at Colombo. Why not Hongkong? Governors put 'on the bust' in the same way? Is it because the Colonial Office has been treating us to old toys?

The *Singapore Free Press* of the 14th inst. says:—We have to announce with regret the death at 6.30 yesterday evening of Mr J. L. Noronha, chief clerk of the Bank of China and Japan Limited, and youngest son of Mr Noronha, the late Government Printer, who has just retired on pension. He had only been ill for three days.

## Volunteers' Long Service Medal.

A circular despatch by the Secretary of State, covering the two Royal Warrants of May last instituting a new decoration and medal for Colonial forces, is published in the *Gazette*.

## The 'Morgan City'.

The *Japan Mail* says that the *Morgan City* was actually floated until her deck was broken up, and the representatives of the owners, and the steamer was allowed to sink in deep water.

## Something Wrong Somewhere.

A Simla telegram, dated 6th inst., reads as follows:—A Home Department Notification in the *Gazette* of India states that Hongkong declares quarantine against all dogs imported with a certificate showing they are not from rabies infected locality. Surely this should be the other way about.

## The Cult of Confucius.

The *Singapore Free Press* publishes the following special telegram from Kuala Lumpur (Selangor), on the 14th inst.:—Dr Ling Boon King's mission to Kuala Lumpur has proved most successful. The institution of a Confucian temple, a school, and a hospital has been most enthusiastically agreed upon.

## 'The Equitable Record.'

We have to acknowledge receipt of the fortieth anniversary number of *The Equitable Record*, containing an interesting historical sketch of the growth of the Equitable Life Assurance Society of the United States from organization to the date of its fortieth anniversary, July 25, 1899. There are excellent illustrations of the Company's offices in the principal cities of the United States, Europe and the British Colonies.

## 'The Art Journal.'

The *Art Journal* for September is accompanied by Part 8 of *Fifty Years of Art*, which contains reproductions of Marcus Stone's 'A Prior Attachment' and George J. Pinwell's equally well-known picture 'The Exit of Love.' The number also contains, among other good items, excellent articles on Randolph Caldecott's work and 'Old Kensington.' The current issue of the *Journal* itself is, as usual, full of illustrated articles of general interest. Dr Macmillan's 'Loch Tay' with Scott Rankin's illustrations is probably the gem of the number. Amateur photographers will appreciate the notices of Baron Meyer and his highly artistic work.

Clarin Pianos; very compact, 5 Octaves, iron frames. Transposing Pianos. Robinson Piano Co.

## Shanghaï.

According to a private letter, received here from a member of H.E. Sheng's staff now at Peking, H.E. was recently received twice in public audience in the Grand Council Chamber and once in private audience in an ordinary Throne hall. His first public audience lasted one hour, but in the second the question of the details of China's railways in the Southern provinces being gone into, the audience lasted quite two hours, at the end of which the Emperor Dowager was pleased to command H.E. to stay and dine. The Emperor Dowager's presence and audience was a great honor. H.E. was accompanied by his wife and children. The Emperor Dowager was very kind to H.E. and his family. The Emperor Dowager was very kind to H.E. and his family. The Emperor Dowager was very kind to H.E. and his family.

## REUTERS' TELEGRAMS.

London, October 20.

THE 'AMERICA' CUP—FINAL RACE. The 'Columbia' won by five minutes, thereby securing the cup.

THE HOUSE OF COMMONS AND THE WAR. The House of Commons has adopted the war vote.

## THE WAR—BRITISH VICTORY.

Four thousand Boers attacked the camp at Glencoe yesterday at daylight, shelling the position from surrounding heights. After hard fighting, the British troops captured an almost inaccessible position and five guns. General Symonds is severely wounded, and the British losses are heavy.

## CAMP NOTES.

Saturday evening at the Volunteer Camp was chiefly occupied after dinner by a smoking concert in the large marquee, where a large company assembled. In the absence of the ideal chairman Milligan, Gunner R. H. Eddis officiated with the hammer and directed the ceremonies. The officers were attracted from the most tent, where they had been toasting the Imperial memory of Nelson on the occasion of the anniversary of the battle of Trafalgar. After the enthusiasm had subsided over the toast of the battle of Glencoe, in the Segments Mess, they also called the audience. There was abundance of talent, and the programme was sufficiently long to last till late in the evening. The singing in the tent was very clever.

Yesterday morning there was a large muster at morning parade, and later on at church parade. Rev. G. R. Vallings conducted the service, and preached a most appropriate sermon from the text 'Quit ye like men, be strong.' There were a good many visitors to the camp in the afternoon.

The first number of the *Comrades* has been issued and the numbers have been acted upon with avidity. The *Gazette* will no doubt be treasured by many as a souvenir of their connection with the interesting record of the services of the Corps at Yamaui and Kioochow City, together with the names of those present. There is much bright interesting matter and several amusing woodcuts. The large cartoon dealing with the sufferings of the Kioochow infant is very clever.

There is no one as yet in the hospital, though a make was laid low on the night of the 18th inst. by the shelling of the camp. The shelling was at 11 p.m. by the guns of the Boers, and the shelling was at 11 p.m. by the guns of the Boers.

## SUPREME COURT IN CRIMINAL SESSIONS.

(Before His Honor, W. M. Goodman, Acting Chief Justice.)

Monday, October 23.

## CHARGE OF MURDER.

Pung Pun and Li Ki were charged with the wilful murder of Tung Fuk, at Hung-hum.

Prisoners pleaded not guilty.

The following were the jurors:—Messrs W. T. Marlow, H. Haynes, T. P. Cochrane, H. E. Mackenzie, E. H. Ray, M. von Abresch and G. A. Friedman.

Hon. E. E. Baker, Acting Attorney-General (instructed by Mr F. B. L. Bowler, Acting Crown Solicitor) presented; Mr M. W. Wade (instructed by Mr Deacon) appeared for the defence.

Mr Pollock said the first prisoner was employed as a carpenter in the Dock Company's premises at Hung-hum, and the second prisoner was a cook employed at Hung-hum. About noon on the 22nd August, this year, in the ordinary course of affairs there was a whistle blown in the Dock Company's premises, and a lot of workmen came out into the street for the purpose of having their mid-day meal. It would appear from the evidence of a carpenter employed in a private yard at Kioochow that on the invitation of the deceased he went to drink tea with him, and when walking along Bulkeley Street in Hung-hum they met the first prisoner. Deceased went up to the first prisoner, and asked him to give him some money. It did not seem quite clear from this witness' evidence what the money was for. The first prisoner said he would not give him any money. Deceased asked him why he would not give him the money, and pushed him roughly. Then the first prisoner struck at him violently, and deceased came back along Bulkeley Street. The first prisoner followed him, and producing a chisel, stabbed him in the left buttock. About the time this blow was struck, the second prisoner appeared on the scene with a razor, and he cut deceased's throat. The first prisoner then came forward, and he cut deceased's throat. The first prisoner then came forward, and he cut deceased's throat.

The Keffies are often kindly and hospitable, but they won't work, and they do this less if they have come at all under the influence of the missionaries, who teach them the words of theology instead of the spirit of industry. But what destroys the native as a working man in Natal is the chance he has to go to Johannesburg and get £1 a week, which he spends in riotous living, and in six months he returns without money, and idle. Johannesburg is a fine place; it may be the capital of the Transvaal yet. They nearly commenced a revolution there when Sir H. Loch was there—one regular fired and the English would have felt the Transvaal for the future. It was a ticklish moment that for the High Commissioner, when they were putting him on the bus, shrieking 'God Save the Queen,' and bawling out 'Kaffer, but Sir Henry has been dead too calmly in China to be alarmed by a mere revolution.

## PAINT OIL.

Paul Kruger is, it seems, a fine man, a man to be admired for his selfish, successful pursuit of his own aims and advantages. He is probably the most wealthy man in the Transvaal. When he was coming out from England recently with my friend, he said after day in the morning room, saying nothing to anyone, but slowly pulling at his green pipe, while his friend traced his absent-minded along the lines of the big blue, which was the only occupation.

## THE TRANSVAAL.

## A TRIP TO LAING'S NEK.

The following rough notes on a trip from Durban to Laing's Nek and to Harri-smith have been placed at our disposal by an officer in the British service. The journey was made in 1895, and the notes will serve to indicate the nature of the country and the condition of the railway systems connecting Natal with the Transvaal and the Orange Free State.

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Reaching Durban at about 1 p.m., I went ashore and started for Charleston at 6 p.m. The railway carriages are small. Having large metal pieces beneath them, reservoirs for oil, I think, the lamps throw a wide shadow, and as they in no way brightened after we left Durban, contrary to the stationmaster's prophecy, the large amount of literature in 1d papers I took away with me from the bookstall, was of no immediate avail, so I talked to my fellow traveller. He was rather cast down, I thought; and this appeared in part due to the 'slump' in Deany-Daltons—of which I heard now for the first time. This mine was the pet of Natal. It was in Zululand—the first mine under Natal to give promise of payable results. Great expectations had been built on it as late as the previous Saturday. Apparently only one-fifth of the expected yield resulted from the first crushing, so shares fell from 18s on Monday to 6s on Tuesday and to nothing on Wednesday. It appears uncertain to what the collapse is due, but I fear the property is less valuable than was supposed.

My friend had other griefs. He lamented the difficulty of getting married, and the little help that would come from female immigration, as the girls would marry the sailors on board the ship in which they took passage if they (the girls) were good enough. The sailors would get first pick. We dined at Botha's Inn (8.3.18), and arrived at Maritzburg at 10.15. Here a car-load of blanket and head-cloth natives was added to the train. They were going up for the ballasting of the railroad towards Standerton, now open but unballed. Here I picked up a new and most sound companion—a north-country Irishman, who had come out here I suppose thirty years ago. His wife's father had fought the Boers in the early days. He had no love for the Boer, least for the dooper Boer, the type of man we meet in 'The Story of an African Farm,' who never washes if he can help it.

He and his brother and a leading hand of R. C. priests once had to spend a night in a small house with some half-dozen of these people on their return from a mission. They had been away some month or six weeks in a dirty occupation, and remained utterly unwashed. Four of these were men, and my friend and his two companions had to sleep in the one bed in a little bit of a room. None of the four stripped, and the atmosphere soon became poisonous. Awakening at 3 a.m., they tried to open the small window, but it was nailed down. The three friends were compelled to get out and sit on the stoep for the remainder of the night. (Stoep is the step or raised platform on which the house is built; verandah added later). It was a horrible night, defeating in its horror even the first night my friend had passed in a Kaffir kraal. A long ride, a swollen river, and misdirection left him at sunset far from his temporary home. He was driven to seek the shelter of a Kaffir's hut. He was a kind Kaffir. The hut was large. The floor had been recently cow-dunged, and so there'd be no fleas, and the floor was guaranteed dry. But the floor was wet. Half of the hut was full of goats, and the fleas were enormous, and his pony tried to climb up the hut outside. In the middle of the night, even the Kaffir could stand it no longer, but implored my friend to light his candle (a revelation to the Kaffir that night) that they might catch some of the largest fleas. Altogether, it was a memorable night; what must have been the night with the dooper Boer if it was more terrible!

The Keffies are often kindly and hospitable, but they won't work, and they do this less if they have come at all under the influence of the missionaries, who teach them the words of theology instead of the spirit of industry. But what destroys the native as a working man in Natal is the chance he has to go to Johannesburg and get £1 a week, which he spends in riotous living, and in six months he returns without money, and idle. Johannesburg is a fine place; it may be the capital of the Transvaal yet. They nearly commenced a revolution there when Sir H. Loch was there—one regular fired and the English would have felt the Transvaal for the future. It was a ticklish moment that for the High Commissioner, when they were putting him on the bus, shrieking 'God Save the Queen,' and bawling out 'Kaffer, but Sir Henry has been dead too calmly in China to be alarmed by a mere revolution.

Well, we turned in, and bitter cold it was going over the hills by Mooi River so I could not sleep, though I had not properly undressed and had a rug as well as the railway blanket. But had come out and got at once a £16 a month, but that job finished; was now in the police—good pay, he says, after three years; he had been at it five-gets on well; also gets letters from friends at home asking him to get them jobs in the Colony; and is good enough to say he hopes to meet me some day in Plesidier or at the back of the Empire; wanted to take me to see his father's mill, but too tired.

## HARRISMITH.

Up next morning to Harri-smith through fog. At first quite dark. Lights in carriages put out at Ladysmith, where I noticed another carriage of natives going up to Charleston, as yesterday, to work on the line, which will be finished between July and December in spite of obstacles put in the way by Boers; who fear the road will demolish their transport riding. A transport rider's the man who arranges ox-wagon trains. The fog cleared at Brakwal. Admired the scenery as the train climbed the zigzags up the Berg, and it was with marvel I looked at the little bit of thread of road over the pass which it had taken Van Koenan three long months to discover. There is almost no traffic on this line; this one combined goods and passenger train is the only up train in the day. The houses up top have their iron roofs held down with stones, and the grasses are perfect despair to any so-called Dutch, but the country people are nearly all Boers. The streets are at right angles and wide. The houses, each in a large garden, are built of corrugated iron or corrugated iron water butts so quaint. I fell into the Post Office, and after telegraphing, bought a few stamps from the postmaster, who had a brother in St. Helena, and had himself come from Portsmouth fifteen years ago, just before Majuba, and had not been home since. He said got on with everyone; that the Dutch were most considerate, and when he first came out and we were getting hammer they would not discuss this before him but changed the subject always lest he should be hurt. This though their own sons and neighbours were fighting us.

## MAJUBA.

At Ingogo station one gets one's first view of Majuba—a conspicuous flat-topped hill, due north of the platform. It was the railway climbs by absolute zig-zags—the engine placed alternately at each end—past Mount Prospect (where there is a watering station), from which leads the road that took Colley's scratch pack from every different corps up to the top. Conspicuous is the grey farmhouse (O'Neill's), where the Convention was signed, and above it the kraatz or cliff over which many full in their rapid descent. Very beautiful are the slopes and the shadows and the trees. I was lucky, for the guard of the train had been in the Inniskillings (4th Dragoons), who could not get up in time because of the badness of the roads from the rains. Laing's Nek, the pass between Natal and the Transvaal, was conspicuous. We hurried through it, and emerged upon Charleston (5400 feet), where we lunched. Helped the young woman in the refreshment room to discover who it was who had ordered a lunch basket, and so, becoming popular, left in her care my luggage while I went on to meet the return train.

## CHARLESTON AND VOLKSTRAAT.

Charleston, like all these places, is built of corrugated iron. It is in the middle of a rolling plain, whereon camped the Boers in 1881. Also a cavalry regiment came over to them. Here are many ox-wagons and transport riders; fine oxen—eight couple make a span. Each wagon carries about 10 cwt. I passed Volksrust, and so on to Sandreit, where I found the other train.

My companion to whom I have bade goodbye with much regret, was a geologist. He had been in Zululand to see the goldfields, and to Dundee to look at the coal mines since he came out in the Normans. He could not see why the doctrine of the conservation of energy was so little popularised. It had not even been mentioned in Lord Salisbury's presidential address to the British Association. He gave me two lunasas off his lunch at Charleston, and when we returned to the carriage found that someone had made off with all the rest—gay for him!

At Sandreit, where we met the train returning from Standerton, the line is laid but not ballasted, so trains for points beyond this go very slowly. Great joy prevailed among my new fellow passengers finding how fast we went—we pulled up once for a cow on the line! It was a Volksrust where Sir Henry Loch gained a diplomatic triumph over Kruger by compelling the Boer President to cross the border to call on him, after having, besides, come all the way from Pretoria. It seems the Natal Government Railway will not work the line to Sandreit. The boundary is between Charleston and Volksrust. At present, one passenger train and four goods cars run daily between the time of Charleston, and my lady friend at the last allowed it was very dull. The passenger train passed through between 11.30 and 2 p.m., and thereafter there was not a move in the place. The stationmaster (a Scotsman, of course; the lady mentioned also from the same country) told me each train brought up 243 tons, but that seems to have been gross—the actual weight of gear carried being between 160 and 200 tons.

## MAJUBA HILL.

It was a lovely afternoon as we skirted the Majuba (Pigeon) Mountain. This rolling country is little inhabited, and is said to have plenty of game. I saw the English cemetery, but not well, from the railway. There are some curious and beautiful studies of picturesque perspective in the 'altering' appearances of Majuba and its mates—Mount Prospect to the west and another and larger peak to the east. We had wonderful bright blue hills constantly in view. Coming back the train whirling along broke off by its draught the bushy feathery heads of some slender stemmed grasses, which were sent careering about like thistledown.

## NEWCASTLE.

Newcastle is a pretty little town nestling among the trees. My present fellow passenger is not very interesting; asked my name off my bag, I suppose, and asked me how I liked the service, told me he grew bananas; were a dirty collar, and lulled me to sleep.

## LADYSMITH.

A kindly policeman—Natal Mounted Rifles—got me a Kaffir boy to carry my bags and walked with me down to the Hotel. He was a tall, slight, well-set-up young fellow. He was good enough to sit with me. When you want a friend to die, ask a policeman—and told me of his wanderings. He had been farming in Montana; had been a tramp; had come out here and got at once a £16 a month, but that job finished; was now in the police—good pay, he says, after three years; he had been at it five-gets on well; also gets letters from friends at home asking him to get them jobs in the Colony; and is good enough to say he hopes to meet me some day in Plesidier or at the back of the Empire; wanted to take me to see his father's mill, but too tired.

## THE CHINA MAIL.

There is a great deal of palm oil in the Transvaal, and all the leading men are making private incomes. It will in time be governed by the people, but not necessarily under the English flag. They don't care about that. There was too much indignation against England in 1891 to allow men even now to be keen about a return to her flag. Pondoland should have been Natal's. Shepstone tried to arrange that in 1877. It was offered to Natal, but they would not take it, and the Cape has got it now. Natal was colonised by the Boers. We were fighting them, and then we got a few soldiers up to help us, and so we drove them back. They defeated us in 1881, but that was the fault of Colley and the Home Government.

## A STORY OF SIR E. COLLEY.

Colley had an ambitious wife. (There is an alternative story that she opened and concealed the telegram.) She told her husband when Sir E. Wood's telegram came that now was his last chance to do and date; he went without the reinforcements that were coming. He was hampered. The Government discovered the stain of blood-guiltiness, and we had to sit down under cover. We (Natal farmers) and the natives we had with us could and would have defeated the Boers. We were forbidden, and well I remember the scorn poured upon our English nationality by our own people. We heard a sober Yorkshireman talking, telling us to take away our damned English flag; he himself was better able to keep his roof-top.

## GLENCOE.

Well, we turned in, and bitter cold it was going over the hills by Mooi River so I could not sleep, though I had not properly undressed and had a rug as well as the railway blanket. But had come out and got at once a £16 a month, but that job finished; was now in the police—good pay, he says, after three years; he had been at it five-gets on well; also gets letters from friends at home asking him to get them jobs in the Colony; and is good enough to say he hopes to meet me some day in Plesidier or at the back of the Empire; wanted to take me to see his father's mill, but too tired.

## HARRISMITH.

Up next morning to Harri-smith through fog. At first quite dark. Lights in carriages put out at Ladysmith, where I noticed another carriage of natives going up to Charleston, as yesterday, to work on the line, which will be finished between July and December in spite of obstacles put in the way by Boers; who fear the road will demolish their transport riding. A transport rider's the man who arranges ox-wagon trains. The fog cleared at Brakwal. Admired the scenery as the train climbed the zigzags up the Berg, and it was with marvel I looked at the little bit of thread of road over the pass which it had taken Van Koenan three long months to discover. There is almost no traffic on this line; this one combined goods and passenger train is the only up train in the day. The houses up top have their iron roofs held down with stones, and the grasses are perfect despair to any so-called Dutch, but the country people are nearly all Boers. The streets are at right angles and wide. The houses, each in a large garden, are built of corrugated iron or corrugated iron water butts so quaint. I fell into the Post Office, and after telegraphing, bought a few stamps from the postmaster, who had a brother in St. Helena, and had himself come from Portsmouth fifteen years ago, just before Majuba, and had not been home since. He said got on with everyone; that the Dutch were most considerate, and when he first came out and we were getting hammer they would not discuss this before him but changed the subject always lest he should be hurt. This though their own sons and neighbours were fighting us.

## MAJUBA.

At Ingogo station one gets one's first view of Majuba—a conspicuous flat-topped hill, due north of the platform. It was the railway climbs by absolute zig-zags—the engine placed alternately at each end—past Mount Prospect (where there is a watering station), from which leads the road that took Colley's scratch pack from every different corps up to the top. Conspicuous is the grey farmhouse (O'Neill's), where the Convention was signed, and above it the kraatz or cliff over which many full in their rapid descent. Very beautiful are the slopes and the shadows and the trees. I was lucky, for the guard of the train had been in the Inniskillings (4th Dragoons), who could not get up in time because of the badness of the roads from the rains. Laing's Nek, the pass between Natal and the Transvaal, was conspicuous. We hurried through it, and emerged upon Charleston (5400 feet), where we lunched. Helped the young woman in the refreshment room to discover who it was who had ordered a lunch basket, and so, becoming popular, left in her care my luggage while I went on to meet the return train.

## CHARLESTON AND VOLKSTRAAT.

Charleston, like all these places, is built of corrugated iron. It is in the middle of a rolling plain, whereon camped the Boers in 1881. Also a cavalry regiment came over to them. Here are many ox-wagons and transport riders; fine oxen—eight couple make a span. Each wagon carries about 10 cwt. I passed Volksrust, and so on to Sandreit, where I found the other train.

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## HARRISMITH.

Up next morning



## Shipping.

## Steamers.

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR MANILA.**

THE Company's Steamship **CHIOYANG**, Captain H. W. BAKER, will be despatched as above on **TUESDAY**, the 24th instant, at 4 p.m.

This steamer has Accommodation for First-class Passengers.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., General Managers.**

Hongkong, October 18, 1899. 2209

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR SINGAPORE, PENANG AND CALCUTTA.**

THE Company's Steamship **SUNAN**, Captain J. VAN, will be despatched as above on **WEDNESDAY**, the 25th instant, at Noon.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., General Managers.**

Hongkong, October 19, 1899. 2202

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR YOKOHAMA AND KOBE.**

THE Company's Steamship **CHANGSHAN**, Captain M. W. BAKER, will be despatched as above on **WEDNESDAY**, the 25th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the vessel is fitted throughout with Electric Light.

For Passage, apply to **BUTTERFIELD & SWIRE.**

Hongkong, October 19, 1899. 2218

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.**

THE Company's Steamship **TEXAN**, Captain A. W. BAKER, will be despatched on **SATURDAY**, the 28th instant, at Noon.

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## Steamers.

**HONGKONG AND MANILA REGULAR LINE OF STEAMERS.**

**FOR MANILA.**

THE Steamship **LEHAZI**, Captain A. YAM, will be despatched as above on **TUESDAY**, the 24th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to **LEHARRAGA HERMANOS, Agents.**

No. 6, Beaconsfield Arcade.

Hongkong, October 21, 1899. 2316

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR SWATOW AND SHANGHAI.**

THE Company's Steamship **SZECHUEN**, Captain H. W. BAKER, will be despatched as above on **TUESDAY**, the 24th instant, at Noon.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, October 21, 1899. 2207

**FOR NEW YORK VIA SUEZ CANAL.**

THE Steamship **ARVILL**, will be despatched for the above Port, on or about the 25th instant, and will be followed by **JOHN SANDERSON**, to sail about 10th October.

S. S. ST. JEROME, to sail about 15th Nov.

For Freight, apply to **DODWELL & CO., Ltd., Agents.**

Hongkong, October 17, 1899. 1932

**NIPPON YUSEN KAISHA.**

**JAPAN MAIL STEAMSHIP COMPANY.**

**FOR MANILA.**

THE Company's Steamship **YAMATO MARU**, Captain A. E. MOSES, will be despatched for the above Port on **FRIDAY**, the 27th instant, at 4 p.m.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by Steamers of the other Lines.

For Freight or Passage, apply to **A. S. MITHARA, Agent.**

Hongkong, October 21, 1899. 2317

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.**

THE Company's Steamship **ORESTES**, Captain P. MOSES, will be despatched as above on **TUESDAY**, the 24th instant, at Noon.

For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, September 25, 1899. 2135

**WEST RIVER SERVICE.**

THE New Twin-Screw Steamers **WUCHOW**, **DOUGLAS LAFRANK & CO'S WHEATLAND**, on **MONDAYS, WEDNESDAYS, and FRIDAYS**, for **WUCHOW**, calling at **KINGMOON, KANCHUCK SAMSLUI, SHU HING and TAK HING**.

Both Vessels have superior Accommodation for Steamer Passengers. Fares, including Sleeping Berth and Meals, Hongkong to Swatow, Single Fare \$10.00. Return, 17.50. Swatow to Hongkong, Single Fare \$10.00. Return, 17.50.

The attention of Passengers is drawn to the magnificent scenery on the West River. Arrangements can be made for the Steamers to stop at Shih Hing to enable passengers to visit the celebrated "Marble Rocks and Caves."

For further information, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, October 16, 1899. 2282

## Dentistry.

**S. I. T. T. G. T. G.**

**Surgeon Dentist.**

No. 10, D'ARCY STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 6, 1895. 628

**DENTISTRY.**

**AMERICAN SYSTEM.**

**WONG HOI.**

**SURGE DENTIST.**

TERMS MODERATE.

Consultation Free.

50, Queen's Road Central.

Hongkong, October 3, 1899. 2190

**DENTISTRY.**

**AMERICAN SYSTEM.**

**WONG HOI.**

**SURGE DENTIST.**

TERMS MODERATE.

Consultation Free.

50, Queen's Road Central.

Hongkong, October 3, 1899. 2190

**DENTISTRY.**

**AMERICAN SYSTEM.**

**WONG HOI.**

**SURGE DENTIST.**

TERMS MODERATE.

Consultation Free.

50, Queen's Road Central.

Hongkong, October 3, 1899. 2190

**DENTISTRY.**

**AMERICAN SYSTEM.**

**WONG HOI.**

**SURGE DENTIST.**

TERMS MODERATE.

Consultation Free.

50, Queen's Road Central.

Hongkong, October 3, 1899. 2190

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Hongkong, October 3, 1899. 2190

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Hongkong, October 3, 1899. 2190

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**AMERICAN SYSTEM.**

**WONG HOI.**

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TERMS MODERATE.

Consultation Free.

50, Queen's Road Central.

Hongkong, October 3, 1899. 2190

## Mails.

## NOTICE.

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**PAQUEBOTS POSTE FRANCAIS.**

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.**

ALSO

**PORTS OF BRAZIL & RIVER PLATE.**

ON **SATURDAY**, the 4th October, at Noon, the Company's Steamship **YOKOYAMA**, Capt. YAMAGUCHI, with MAIL, PASSENGERS, STEWARDS, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the **S. S. PANGLOSS**, which vessel takes on her Passengers and Mails, leaving this Port on the 12th November, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Special will be registered at SUEZ, and will be forwarded by the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Special and Parcel (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

**G. DE CHAMPEAUX, Agent.**

Hongkong, October 21, 1899. 2320

**TOYO KISEN KAISHA.**

**TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.**

Proposed Sailings from Hongkong.

**America Maru**, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) **Thursday, Nov. 14, at Noon.**

**Yokohama Maru**, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) **Saturday, Dec. 9, at Noon.**

**Nippon Maru**, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) **Wednesday, Jan. 3, 1900.**

THE **S. S. AMERICA MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on **TUESDAY**, the 14th Nov., at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of America, may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the **SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE**, and to parts in Mexico, Central and South America, by the Company's and connecting Railways.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. on the day of sailing. All Parcels must be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, the United States, should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

**J. S. VAN BUREN, Agent.**

Hongkong, October 19, 1899. 2311

**KWONG YEE ON.**

**PROVISION DEALER.**

**SHIP CHANDLER.**

**GENERAL STORE-KEEPER.**

Special Prices to Hotels, Restaurants and Shippers.

Careful Attention given to Coast Port.

A trial will prove my Goods to be the Cheapest and Best in the Market.

No. 31, HING LUNG STREET.

Hongkong, March 27, 1899. 776

**Kinghorn & Macdonald.**

Consulting mechanical Engineers and Surveyors.

Contractors for the Supply of all Kinds of Machinery and Appliances.

**ICE MAKING.**

Messrs. KINGHORN & MACDONALD having been appointed Sole Agents for Messrs. J. and E. HALL'S PATENT REFRIGERATING MACHINES, are prepared to supply Estimates, Plans and Specifications for all sizes of Machines.

Address: Prince Central, under Hongkong Hotel.

Telephone, No. 133.

Telegrams: "Kinghorns, Hongkong."

A. B. C. & Co. Ltd.

**JOHN W. KINGHORN.**

**M. J. M. & Co., Ltd.**

**DONALD MACDONALD.**

Hongkong, May 26, 1899. 1049

**Occidental and Oriental Steamship Co.**

**TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.**

**VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.**

**VIA INLAND SEA OF JAPAN AND HONOLULU.**

Proposed Sailings from Hongkong.

**Capit. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Nov. 4, at Noon.**

**Capit. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, Nov. 30, at Noon.**

**Doric (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Dec. 23, at Noon.**

THE Co.'s Steamship **COPTIC** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on **SATURDAY**, the 4th Nov., at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America, may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent.

This allowance does not apply to through fares from China or Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

**J. S. VAN BUREN, Agent.**

Hongkong, October 19, 1899. 2320

**U. S. Mail Line.**

**PACIFIC MAIL STEAMSHIP COMPANY.**

**VIA INLAND SEA OF JAPAN AND HONOLULU.**

Proposed Sailings from Hongkong.

**Oregon (via N. Sakai, Kobe and Honolulu) Wednesday, Oct. 26, at Noon.**

**Albatross (via N. Sakai, Kobe and Honolulu) Tuesday, Nov. 21, at Noon.**

**China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Dec. 16, at Noon.**

THE U. S. Chartered **S. S. OREGON** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, on **WEDNESDAY**, the 25th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

For Cargo, this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America, may be obtained on application.

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Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. on the day of sailing. All Parcels must be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, the United States, should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

**J. S. VAN BUREN, Agent.**

Hongkong, Oct. 4, 1899. 2194

**Occidental and Oriental Steamship Co.**

**TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.**

**VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.**

**VIA INLAND SEA OF JAPAN AND HONOLULU.**

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**J. S. VAN BUREN, Agent.**

Hongkong, Oct. 4, 1899. 2194

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All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, the United States







## FOR THE CHINA MAIL.

**LONDON**—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. STREET & CO., 30, Cornhill, Gordon & Gorton, Ludgate Circus, E.C. BATES HENRY & CO., 81, Cannon Street, E.C. SAMUEL DEACON & CO., 150 & 151, Leadenhall Street, W. M. WILKS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.

**PARIS AND EUROPE**—MAYENNE, FAYRE & CO., 18 Rue de la Orange Bataillon.

**NEW YORK**—THE CHINESE EVANGELIST OFFICE, 52, West 22nd Street.

**SAN FRANCISCO** and American Ports generally—BRAN & BLACK, San Francisco.

**AUSTRALIA, TASMANIA, AND NEW ZEALAND**—GORDON & GORTON, Melbourne and Sydney.

**CEYLON**—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

**BATAVIA**—H. M. VAN DORT & CO. SINGAPORE, STRAITS, &c.—KELLY & WAISH, Ltd., Singapore.

**PHILIPPINE ISLANDS**—A. S. WATSON & CO., Manila.

**CHINA**—MORAN, A. A. DA CRUZ, Amoy. N. MACALL & CO., LINTAS, Pootung. BRAN & BLACK, SHANGHAI, LANS. CRAWFORD & CO., and KELLY & WAISH, Yokohama, LANS. CRAWFORD & CO., and KELLY & WAISH.

## Banks.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.  
RESERVE FUND.....\$11,000,000.  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000.

COURT OF DIRECTORS:—  
R. M. GRAY, Esq., Chairman.  
N. A. SIES, Esq., Deputy Chairman.  
E. GOUT, Esq.  
T. H. HILL, Esq.  
Hon. J. J. KENNEDY, Esq.  
Alex. MacGillivray, Esq.

CHIEF MANAGER:—  
HONGKONG—SIR T. JACKSON.  
SHANGHAI—J. P. WARD GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—  
For 3 months 2½ per cent. per annum.  
" 6 " 3 " " " "  
" 12 " 4 " " " "

T. JACKSON, Chief Manager.  
Hongkong, October 17, 1899. 368

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,  
T. JACKSON, Chief Manager.  
Hongkong, August 1, 1895. 1517

## IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE ON THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL.....Tls. 5,000,000.  
PAID-UP CAPITAL....." 2,500,000.

HEAD OFFICE—SHANGHAI.  
BRANCHES AND AGENCIES:—  
CANTON, CHIOU, CHINGKANG, FOCHOW, HANKOW, PEKING, SHANGHAI, SWATOW, TIENTSIN.

THE BANK PURCHASES and receives for Collection Bills, Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the rate of 2½ per annum on the Daily Balances.

On Fixed Deposits for 3 Months 3%  
" 6 " 4%  
" 12 " 5%

E. W. RUTHER, Acting Manager.  
Hongkong, October 15, 1899. 1970

## THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....£200,000.  
RESERVE LIABILITY OF SHAREHOLDERS.....£200,000.  
RESERVE FUND.....£200,000.

INTEREST allowed on Current Accounts at the rate of 2½ per annum on the Daily Balances.

On Fixed Deposits for 12 months 4%  
" 6 " 3%  
" 3 " 2%

T. H. WHITEHEAD, Manager.  
Hongkong, May 20, 1899. 846

## THE MERCHANT BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.  
SUBSCRIBED.....£1,125,000.  
PAID-UP.....£602,500.  
RESERVE FUND.....£200,000.

BANKERS:—  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2½ per annum on the Daily Balance.

On Fixed Deposits:—  
For 12 Months 4%  
" 6 " 3%  
" 3 " 2%

J. THURBURN, Manager, Hongkong.  
Hongkong, April 23, 1899. 3340

## Banks.

## THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.  
PAID-UP CAPITAL.....£324,374.

HEAD OFFICE—HONGKONG.  
CHIAN KIT SIANG, Esq., D. GILLIES, Esq., CHOW TUNG SHANG, KWAN HOI CHUEN, Esq., J. T. LAU, Esq., Chief Manager:—  
GEO. W. F. PLATFAIR.

Interest for 12 months Fixed.....5%  
Hongkong, May 30, 1899. 171

## THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL (SUBSCRIBED).....Yen 24,000,000.  
CAPITAL PAID-UP....." 12,000,000.  
CAPITAL UNPAID....." 12,000,000.  
RESERVE FUND....." 7,500,000.

HEAD OFFICE—YOKOHAMA.  
BRANCHES AND AGENCIES:—  
TOKYO, KOREA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENTSIN.

LONDON BANKERS:—  
The London Joint Stock Bank, Limited, Park Bank, Limited.  
The Union Bank of London, Limited.

HONGKONG AGENCY—Interest allowed. On Current Account at the rate of 2½ per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.  
On fixed deposits for 6 months, 4% per annum.  
On fixed deposits for 3 months, 3% per annum.

S. CHOI, Agent.  
Hongkong, October 4, 1899. 689

## Insurances.

## NORTH BRITISH AND MERCHANT INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1898, £13,950,969.  
Authorized Capital.....£3,000,000.0.0.  
Subscribed Capital.....£2,750,000.0.0.  
Paid-up Capital.....£2,687,500.0.0.  
Fire Funds.....£2,735,459.7.11.

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & CO., Agents.  
Hongkong, June 23, 1899. 1537

## THE IMPERIAL MARINE INSURANCE CO., LTD., TOKYO.

THE Undersigned are prepared to accept MARINE RISKS at CURRENT RATES.

GEO. H. STEVENS & CO., Agents.  
Hongkong, January 5, 1899. 45

## UNION ASSURANCE SOCIETY.

(Incorporated in the Kingdom of Great Britain A.D. 1714).  
CAPITAL FULLY SUBSCRIBED, £450,000.  
CAPITAL PAID UP, £180,000.  
TOTAL INVESTED FUNDS EXCEED £3,254,023.  
TOTAL ANNUAL INCOME, £253,208.

THE Undersigned, having been appointed Agents of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & CO., Agents.  
1142  
Hongkong, October 17, 1899. 368

## To Let.

ROOMS on the TOP FLOOR of 'MAHINE HOUSE,' Queen's Road Central.

No. 57, PRATA GRANDE, MACAO.

Apply to: BELLIOS & Co.  
Hongkong, October 19, 1899. 2303

## OFFICES, TO LET.

No. 2A, ICE HOUSE STREET, Immediate Possession.

Hongkong, October 6, 1899. 2222

## FURNISHED at the PEAK.

HOUSE with 5 ROOMS, GARDEN and TENNIS COURT.

Apply to: 'P.O.R.' Office.  
Hongkong, Sept. 19, 1899. 2093

## TO LET.

TWO HOUSES at PEAK, FURNISHED, from 1st December, 1899, till end of April or May, 1900.

Apply to: LINSTED & DAVIS.  
Hongkong, September 20, 1899. 2146

## TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road—(Now in course of erection).

PROPERTY lately occupied by the DOWLING'S SAW MILLS.

GROUND FLOOR, 22 PRATA STREET. OFFICES.—1st FLOOR, No. 10, PRATA CENTRAL. (Lately occupied by Messrs. MELCHERS & CO.)

'HARFORD'—MAGAZINE GATE, No. 4, RUPON TERRACE.

Apply to: THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong August 28, 1899. 1455

## TO BE LET.

'ST. ANDREWS.'

A COMFORTABLE 8-ROOMED RESIDENCE, with TENNIS COURT, situated on the PEAK ROAD, near QUEEN'S GARDENS.

Also: 'CLOVELLY.' A 6-ROOMED HOUSE, with GARDEN and 2 GRASS TENNIS COURTS, near the PEAK ROAD.

Apply to: HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.  
Hongkong, August 2, 1899. 1788

## TO BE LET.

A FIVE-ROOMED FURNISHED HOUSE, with TENNIS COURT, at MOUNT KELLY, THE PEAK. Enquire of J. THURBURN.

Care of 'CHINA MAIL' Office.  
Hongkong, September 25, 1899. 2146

## Intimations.

## M. MUMEYA,

## JAPANESE ARTIST AND PHOTOGRAPHER

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## PHOTOGRAPHER.

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## NOTICES TO CONSIGNEES.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co's Steamship *Suisun* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 21st Instant, will be landed at Consignees' risk and expense into Godowns at Risk Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, Oct. 19, 1899. 2203

## NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP *BAVERN*.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

No China will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Oct. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Tuesday, 24th Oct., and Thursday, the 26th Oct., at 9.30 a.m.

All Claims must reach us before the 3rd November, or they will not be recognised. Bills of Lading will be countersigned by the undersigned.

No Fire Insurance will be effected. MELCHERS & CO., Agents.

Hongkong, October 17, 1899. 2202

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *MALACCA*.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex s.s. *Isis*.  
From Malacca, &c., ex s.s. *Leopold*.  
Optional Goods will be landed here unless instructions are given to the contrary before 11 a.m. To-morrow.

Goods not cleared by the 27th Inst., at 4 p.m., will be subject to rent. Valuable, No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.  
Hongkong, October 20, 1899. 2314

## Intimations.

JAPANESE FINE ART CURIOS.

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Hongkong, January 18, 1898. 140

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ADOLPH ORING, American barque, Capt. Amesbury. — STANDARD OIL CO.

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MAXUEL LONOSU, American ship, Capt. C. V. Small. — SAMUELSON & CO.

MAT FINE, American ship, Captain B. Field. — STANDARD OIL CO.

## Merchant Vessels in Hongkong Harbour.

Excludes of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., and those in the body of the Harbour are marked B., in conjunction with the figures denoting the sections.

Section.	Section.
1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.
3. From Jardine's Wharf to the Harbour's Office.	9. From Kowloon Island to North Point.
4. From Harbour Master's to the Market.	10. Kowloon Wharves.
5. From the Market to Peddar's Wharf.	11. Jardine's Wharf.
6. From Peddar's Wharf to the Navy Yard.	

Vessel's Names.	Flag.	Captain.	Flag and Reg.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers.</b>								
Amnam	3	c. Ceispellier	French str.	3460	Oct. 22	Messageries Maritimes	Shanghai	Oct. 24.
Breconshire	4	c. Elliott	British str.	2833	Oct. 22	8. D. & Co., Ltd.	Tientsin, &c.	Oct. 23.
Byglio	1	c. Brekko	Norw. str.	771	Oct. 22	18. Butterfield & Swire		
Candia	4	c. Haughton	British str.	4195	Oct. 22	22. E. & O. S. N. Co.		
Chow Ph.	4	c. Williamson	British str.	1065	Oct. 22	Jardine, Matheson & Co.		
Choyang	4	c. Bowker	British str.	1194	Oct. 22	22. J. & Co.	Haiphong	Oct. 24.
Chia	3	c. Hanson	Jap. str.	675	Oct. 22	22. J. & Co.		
Culgo	3	c. Carlin	Amer. str.	1150	Oct. 22	22. J. & Co.		
Doutaros	3	c. Peterson	Ger. str.	1091	Oct. 22	22. J. & Co.		
Diamant	4	c. Taylor	British str.	1249	Oct. 22	22. Shaw, Tomes & Co.	Manila	Oct. 27.
Doyo Mura	4	c. Wukihama	Japan. str.	1321	Oct. 22	10. J. & Co.		
Elo	3	c. Paterson	Ger. str.	903	Oct. 22	22. J. & Co.		
Empress of China	3	c. Ashbald	British str.	2928	Oct. 22	22. P. & N. Co.	Vancouver (B.C.)	Oct. 23.
Euatoria	3	c. Williams	Bolgian str.	1236	Oct. 22	22. Launs, Wegeror & Co.		
Esmeralda	3	c. Cobban	Brit. str.	916	Oct. 22	17. Shaw, Tomes & Co.		K'loon Dock
Fooksang	4	c. Anderson	British str.	991	Oct. 22	Jardine, Matheson & Co.		
Hallan	3	c. Bast.	French str.	377	Oct. 22	22. A. & M. Co.	Hohow and Pakhoi Swatow	Oct. 24.
Haidong	3	c. Robson	British str.	743	Oct. 22	10. Nippon Yusen Kaisha		
Hakut Maru	3	c. Nishimura	Japan. str.	1419	Oct. 22	22. J. & Co.		
Holstein	3	c. Lyland	Ger. str.	935	Oct. 22	22. J. & Co.		
Lagazpi	4	c. Yribar	Span. str.	919	Oct. 22	22. Llerasga Hermanos	Manila	Oct. 24.
Maehew	3	c. Farrell	British str.	993	Oct. 22	18. Butterfield & Swire		
Mausang	3	c. Kynock	Brit. str.	1043	Oct. 22	Jardine, Matheson & Co.		
Mongkut	3	c. Major	British str.	339	Oct. 22	22. Yuen Fat Hong		
Peking	4	c. Young	Brit. str.	1773	Oct. 22	Jardine, Matheson & Co.	San Francisco	Oct. 25.
Pekiti	4	c. Hayward	British str.	2552	Oct. 22	22. P. & O. S. N. Co.		K'loon Dock
Tetrarch	3	c. Neckor	Ger. str.	1687	Oct. 22	22. Launs, Wegeror & Co.		
Phra Chom Klao	3	c. Fowler	British str.	1011	Oct. 22	10. Yuen Fat Hong		
Sailing Dickmers	7	c. Mabel	British str.	630	Oct. 22	15. Arnold, Karberg & Co.		
Saint Jerome	3	c. Reid	British str.	1845	Oct. 22	22. Hughes & Hugh		
Sandakan	3	c. Nash	British str.	1374	Oct. 22	12. Molchers & Co.	K'loon Dock	Oct. 25.
Suisang	4	c. Todd	British str.	1770	Oct. 22	Jardine, Matheson & Co.	S'pore & Calcutta	
Sydney	3	c. Aubert	French str.	4232	Oct. 22	Messageries Maritimes		
Territor	3	c. Kampford	Norw. str.	1095	Oct. 22	10. J. & Co.		
Wonsok	3	c. West	British str.	1128	Oct. 22	10. Chinese	Swatow & Bangkok	Oct. 24.
Yuenang	4	c. Boile	British str.	1128	Oct. 22	Jardine, Matheson & Co.		
<b>Sailing Vessels.</b>								
Adolph Obieg	8	c. Anseburg	Amer. bgo.	1392	Oct. 17	Standard Oil Co.		
Edna Rickmers	7	c. Smolke	Ger. str.	1754	Oct. 17	Arnold, Karberg & Co.		
Josephus	2	c. Silkey	Amer. sh.	1647	Aug. 26	Standard Oil Co.		
Lehring	2	c. Laranga	Ital. bgo.	769	Oct. 10	Idor		
Manu-Liguno	2	c. Small	Amer. sh.	1649	Oct. 7	Siemens & Co.		
May Plant	2	c. Banfield	Amer. sh.	3576	Sept. 20	Standard Oil Co.		
Myra L. Cushing	2	c. Perdition	Amer. sh.	1540	Oct. 10	Idor		
Revere	2	c. Wintmore	Amer. sh.	1828	Oct. 6	Standard Oil Co.		
Silo	7	c. Hommes	Ger. bgo.	1324	Oct. 6	Standard Oil Co.		
St. James	8	c. Tapley	Amer. bgo.	1453	Sept. 29	Idor		
Smila	2	c. Huertes	P. 4-m. bk.	2087	Aug. 26	Idor		
Stanfield	2	c. Wilson	Brit. bgo.	513	Oct. 8	Idor		
State of Maine	2	c. Colson	Amer. sh.	1507	Oct. 8	Standard Oil Co.		
Ward	2	c. Haynes	Brit. sda.	62	Sept. 29	P. W. Hall.		
Wm. H. Conner	2	c. Erskine	Amer. sh.	1424	Oct. 14	Standard Oil Co.		